

Hongkong Daily Press.

ESTABLISHED 1857.

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Now Advertisements will be found on page 4.

RAINIER BEER.

It is the best and healthiest drink for you, your family and your friends, that money can buy. It keeps in perfect condition a long time, and climate or weather changes do not affect it.

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A. S. WATSON & CO. LIMITED, HONGKONG DISPENSARY. ESTABLISHED 1841. [a1632]

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SQUARE BOTTLE WHISKY. The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO. SELECTION. Sole Agents for it—

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Hongkong.

42 JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

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CUTLER, PALMER & CO.'S

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“SPECIAL BLEND” WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong. [42]

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7.30 a.m. to 8.30 a.m. ... Every quarter of an hour
8.30 a.m. to 9.30 a.m. ... Every ten minutes.
9.30 a.m. to 10.45 a.m. ... Every quarter of an hour
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SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

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General Managers

Hongkong, 1st May, 1890. [a1033]

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THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous “NEW HOWE” and “MONOPOLE” CYCLES, and we also supply fitting of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Equipping a specialty.

MCKIRDY & CO.
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Hongkong, 3rd November, 1899. [246a]

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PORTLAND CEMENT.

\$5.00 per Cask of 375 lbs. net ex Factory.

\$3.00 per Bag of 250 lbs.

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General Managers

Hongkong, 2nd July, 1890. [189a]

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CHAMPAGNE GROWERS AND

SHIPPERS.

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Extra Dry (Green Seal)

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Hongkong, 17th May, 1898. [1551]

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The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,

C.P. & Co.'s INVALIDS PORT,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:

THE “PALL MALL”

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11 Years old; the finest quality shipped.

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNQUALLED AT THE PRICE

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Entrance: ICE HOUSE STREET (New Victoria Hotel)

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WATKINS' FRUIT SYRUP
WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND
REFRESHING BEVERAGE.

RASPBERRY.

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CHERRY, &c. &c.

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CHEMISTS AND AERATED WATER MANUFACTURERS.

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NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAILWAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. [1215a]

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Telephone 75, 15, QUEEN'S ROAD.

34a

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HONGKONG HOTEL.

FOR OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in SILK or INDIA GAUZE),

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THE MOST PORTABLE CAMP BEDSTEAD EVER MADE.

OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.

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FOLDING CANVAS CAMP BEDSTEADS.

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A. CHEE & CO.,

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390a

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B ST. ESTEPHE, Red Capsule	8.6.96 8.7.56
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CHATEAU LATIFTE	48.00

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

129

NOTICE TO CORRESPONDENTS.
ONLY communication relating to news columns
should be addressed to THE EDITOR.

Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of *DAILY PRESS* should be sent before 11 a.m. on day of publication. After that hour the supply is limited, only supplied for Cash.

Telegraphic Address PRESS—A.S.C. Code.

P.O. Box 33. Telephone No. 12.

MARRIAGE.

On the 5th September, at Hongkong, HERMANN LANDSKY to ADELE EICHENHORN. (237)

The Daily Press.

HONGKONG, September 8th, 1900

No two nations are apparently more unlike than the United States and Russia. Politically they occupy two opposite poles; one the greatest democracy, the other the most pronounced autocracy which the world has yet seen. It might be supposed that their aims and their methods would be as diametrically opposed as are nominally their governments; and yet on the whole we have to remark on their similarities rather than on their differences. The United States are big, and so is Russia; each in proportion to the space occupied is thinly populated, yet, counted by individuals, both take the highest rank amongst nations. Both amongst nations are intensely aggressive and both are remarkably careless of the good opinion of others; selfishness of the most pronounced nature is the actuating motive with both, and we see its effects in the efforts each is making to raise around itself a barrier of exclusiveness, and render itself independent of the rest of the world. The cordon of protectionist duties which the States have erected round their coasts is represented in Russia by the steps she is taking to prevent the access of the world to her Siberian territories; and the recent attitude of America with regard to the proposed Nicaragua Canal is not unlike that sought by Russia in exploiting for her own sole benefit the Chinese Empire. But in other and at the moment less important matters the common likeness daily crops up. Russia and the United States are great and powerful nations, and can hardly have intended to imply that she

and fear is one of the last things we should expect from either; yet a nervousness, whose nearest analogue is fear, seems to have taken possession of both. The States recently annexed the island of Puerto Rico, a small West Indian dependency, whose area is some 3,600 square miles, and population 300,000. The States themselves have an area of some three million square miles, and a population approaching 70 millions; and it might be supposed that even if the conditions were alike the people of the States would have little to fear from their small dependency, in an industrial or any other direction; or at least, if the conditions in the country at large were so insecure as to warrant alarm, that the States would feel some shame in showing it to the world. Japan is an island nation in the Pacific, with an area of some 160,000 square miles, and a population of about 42 millions, as compared with Russia, which, extending over eight million square miles, has a population of 130 millions, and has the largest force of trained soldiers in the world, numbering in peace time some 360,000 men, but capable of being raised to upwards of three millions. It might be supposed that

Russia need have no fear of Japan or that, if she had, she would be the last to proclaim it to the world. Yet in both cases we should be mistaken, and the result would seem to show that there must be some great and fundamental difference between man as an individual, and men when congregated into nations. It has struck most political thinkers how strange are the arguments that sway nations, and how very insignificant they appear when put to the test. We have spoken of the similarity of the so-called protective systems of Russia and the States—how Russia fears that the introduction of a few English goods into her Asiatic territories would interfere with her financial stability, and how the States with the best facilities for manufacturing of any country in the world yet shuts herself up and refuses to admit her friends and neighbours. That Great Britain can produce some things better and cheaper than the States is a self-evident proposition; and it might be supposed that the States as an eminently commercial nation would prefer to go to the cheapest market for her goods. Instead of this, the more eminently unsuited she is to produce anything, the higher duty she places on it, so that her people may have to pay so much the bigger price for it. This is her present fad, and of course we have nothing to do with it, but smile at a nation that can so waste her resources on that which profits her not. That the idea is deep-seated we may conclude by the high price the States are willing to pay for it; but that it should have sunk so deeply as to become the source of mortal terror, we were hardly prepared to conceive till the result of debates in Congress showed how dangerous was the precipice along which the States were gaily advancing. The new danger was, we were informed, that the 600,000 inhabitants of Puerto Rico with their cheap labour were going to upset the industrial resources of the 70 millions of the States, and reduce the entire country to their own degraded level! This is no fancy sketch of the evils which the rule of an ignorant and prejudiced class is bringing down upon the United States. To mention the case in plain language is to demonstrate its sheer absurdity; yet it is not more absurd nor more dangerous to the well-being of millions than the latest cause of apprehension in the Empire of the Tsar. Russia following up the policy foreshadowed by the great Peter has been advancing by gigantic strides across the continent of Asia and Europe has been looking on, and on the whole approving. But Russia's progress has brought her into contact with another civilisation as active as her own, and in many respects as advanced. Japan, who for centuries had shut herself out from all her neighbours, had, against her will; it is true, been induced to open herself out; and this she had the good sense to do in such an effective manner that in a few years she has brought herself to be almost on an equality with the first-rate Powers. But though Japan was powerful she had learned her task too well not to perceive that her true policy was not one of encroachment, while at the same time she indicated pretty clearly that she expected to be left at peace at home, and was prepared to guard herself from encroachment from without. Russia's first feeling on coming into contact with her neighbour was one of astonishment that she did not at once get out of the way, but better feelings gradually came to the front and it was hoped that the good sense of the Tsar would prevail, and that Russia would quietly set herself to put in order her vast and unimproved territories. Unfortunately a lower stratum has been exposed, and we find a return to the old position; even so we must express our surprise at the manner in which Russia elects to appear. Had she tried to make herself ridiculous in the eyes of the nations she could hardly have adopted a better plan than to express her apprehension of Japan. The very expression carries its own refutation. Russia, which had 35 passengers in excess, the master was fined \$70.

There arrived in Singapore by the *Glengyle* on the 31st ult. from Europe nine police constables—two from the Metropolitan force—for the Straits Police Force. The men will be stationed at Singapore for some time.

We received yesterday morning from Mr. Roosevelt Wildman, U.S. Consul-General, the following Typhoon Warning, dated Manila Observatory at 6 o'clock p.m. on the previous day:—"The depression E. S. E. or E. of Manila is apparently moving slowly." Later we received this second Warning, issued at 9.35 o'clock a.m. yesterday morning:—"The Typhoon probably E. or E.N.E. of Manila seems approaching Luzon."

A telegram from Mr. Komura, the Japanese Minister at St. Petersburg, to the Japanese Foreign Office, states that an Imperial Ordinance was issued on the 4th ult. decreeing that, as the affairs in China required a special appropriation of money, the Russian Government has been obliged to raise the Customs Tariff, and that the Existing Customs Tariff, on the goods imported into Russia would be raised by between 10 and 30 per cent. The telegram added that the rate of duty on rugs and earthenware had been raised by 30 per cent., and the rate on silk, porcelain, and ivory by 10 per cent. No change has been made in the duty charged on other Japanese goods. The Imperial Ordinance took effect on the 5th inst.

Two Lukongs were brought before Mr. Hazelton yesterday charged with assaulting a man who now lies in the Tung Wa Hospital in a dying condition. They were remanded.

For not keeping his store (No. 18, Western Market) clean a seller of boiled beef was yesterday fined \$10. Market Inspector Cotton said he had to get coolies himself and set them to wash the store.

The coxswain of Blackhead's launch has been fined \$50, or two months, for plying without a license. Sergeant Gourley caught him towing a rice junk, the master of which told the Sergeant that he had undertaken to pay the defendant \$140 for doing so.

287, Des Vaux Road, is a cake-house, and at about half-past eight on Thursday night a fire broke out in the second floor, caused by some wood-work underneath an oven catching fire. The flames were extinguished by the people on the premises before much damage was done.

At the Magistracy yesterday, the hearing of the charge against five Chinamen, arrested for taking part in an armed robbery on the 28th July at Tung Chan Taing, near Kowloon City, was resumed. After having heard the evidence His Worship discharged two of the prisoners, and the other three are to be tried at the next Criminal Sessions.

We draw our readers' attention to the advertisement appearing in another column of the Victoria Recreation Club's Aquatic Sports, which commence on the 20th September and conclude on the following day, entries closing on the 13th for the four lengths scratch race (open to Army, Navy, and Police) and the 200 yards (six lengths) championship of the Colony. The latter race is open to all comers.

In Yeung, a salesman, appeared in the dock yesterday charged with obtaining \$106 from the Tin Hing shop, 57, Queen's Road East, by falsely representing that he was the owner of the Sun Li and Sun Wo shops. Ho Chik, the blacksmith for the Sun Li and Sun Wo, said the defendant came and ordered 70 swivels at \$2 each. He only made 58. The defendant said he was *fok* at the Tin Hing shop. Witness delivered the articles to the Tin Hing shop, and when his firm sent for the money the Tin Hing people said that the defendant had got the money, he having said that he was the master of the Sun Li and Sun Wo shop. The accountant for the Tin Hing shop said the defendant called at their place for orders. Witness ordered 50 swivels and the defendant brought 58. Evidence to the payment to the defendant of the money in question was given, and the defendant was sent to prison for six months.

A battle royal took place between some domestic servants and rickshaw coolies at Kowloon on Tuesday morning. The rickshaw coolies seem to have got the worst of the encounter, and accordingly the domestics appeared in the dock yesterday to answer a charge of assault preferred against them by Tan Hung, one of them. Tai Eun, house coolie, Canton Villas, being also charged with refusing to pay a legal fee. The second defendant was Ho Leung, servant boy, Granville Avenue. The complainant said that between 11 and 12 on Tuesday morning the first defendant engaged his rickshaw. He took him to the eight houses (Granville Avenue) and he was offered two cents as fare. This he refused to take. The first defendant then waved his hand and ten men came. Among them was second defendant. Both defendants struck him. Another rickshaw coolie bolted. The first charge was dismissed. For the second offence the defendants were each fined \$5.

The masters of two steam launches appeared before Mr. Hazelton yesterday, charged with carrying more passengers than the numbers mentioned in their licenses. In the one case Tang Kau was the defendant, his launch being the *Wang Fook*, of which "California Mary" is the owner. The launch is chartered by the Government to carry stones. Sergeant Ashmore said that at 8.20 a.m. on the 5th inst. at Tai Tung Cheung he boarded the *Wing Fook* and found she was carrying 48 passengers in excess of the number allowed. There were five launches altogether, all going to Sam Chun. There was another one with an excess of passengers, but the rest could have carried 20 or 30 more each. The fare was 40 cents—Mr. Thomson, who appeared for the defence, admitted the excess, but said that before the launch started the master had sent for another launch to take off the excess, but that two police sergeants who were on board would not wait. A fine of \$100 was imposed. The second launch was the *Yut Shun*, which had 35 passengers in excess. The master was fined \$70.

Rabies has appeared at Kuala Lumpur. All dogs found at large there have been ordered to be killed.

The Straits Government Notification whereby Sydney, New South Wales, was declared an infected port on account of plague has been rescinded.

Among the tourists expected in Java from Europe this month is Professor Haeckel, the renowned biologist. He intends to spend some time in studying tropical flora.

There is reason to believe, says the *Globe*, all rumours notwithstanding, that M. Louis de Rougemont is not the Shanghai correspondent of one of our morning contemporaries.

Messrs. Melchers & Co., agents for the Norddeutscher Lloyd Co., inform us that the German transport *H. H. Moier* left Singapore on Tuesday afternoon last and is due here tomorrow, the 9th instant.

According to the *Argonaut* of San Francisco thousands of mouse rifles have been smuggled into China in coffins supposed to contain the bones of deceased Chinese, being returned for interment in their native land.

A very fine lightning display was witnessed yesterday evening over Kowloon, commencing between 6 and 6.30 p.m. The flashes were quite vivid in spite of the fact that the sunset had not died out of the sky. The display continued after the storm subsided.

A correspondent writes to point out that the Whitehead whose name appears in the new Bluebook is, of course, Mr. J. B. Whitehead, Secretary of the British Legation at Tokyo. Mr. T. H. Whitehead was well on his way to St. Petersburg when the correspondence alluded to was proceeding.

Various authorities in the United States have been pursuing a policy exterminating birds. The State of Maine has spent £2,400 in attempts to destroy crows. The hardy English sparrow thrived so well in Illinois that £11,000 was expended in five years on efforts to wipe out the little emigrant; and Michigan spent £2,350 on the same crusade. Pennsylvania in two years devoted £18,000 to destroying owl and hawks. Now the Department of Agriculture at Washington has come to the conclusion that the best policy is to protect and encourage useful birds.

Our humorous southern contemporary, *Le Courier d'Haiphong*, publishes in the last issue to hand, *Un Projet de Partage* for China, with an illustrative map. From this it seems that when the partition of China takes place Russia is to have Mongolia and Manchuria, France Yenan and the two Kwangs, Japan Fukien, Germany the zone between the Hoangho and the Yangtze, and the United States the section between this and Fukien, England will take Thibet! "This voracious nation has no claim to the lion's share. She is about to conquer the Transvaal-gold-mines, and it is not Europe's fault if this war condemns Britain to a long period of impotence. She can have Thibet; it is more than she deserves." Is not the *Courrier* afraid that its Haiphong readers may fail to see that a jest is intended?

The *Locomotif* tells a strange story of native life in East Java. In the jungle near a village, a wild boar and a sow had taken up their quarters. They were not shy and went in and out of the village cultivation plots without harming anybody. The villagers could not account for it except by believing the beasts to be possessed of good spirits. The result is that these swine are reckoned to be holy and are worshipped by the villagers, despite their Mahomedan prejudices. Finally, healing powers were ascribed to the swine. When a villager wants to consult them for medical purposes, he goes to the jungle with pig-feed and a bucket of water and puts them down. The pigs have a feed on the stuff and quench their thirst at the bucket. The patient then takes the water left and drinks it as an unfailing remedy against, for instance, fever.

Another instance of "marrying in haste and repenting at leisure" has just come to light at Singapore, where, on the 31st of last month, a Siamese young gentleman shot the lady of his choice, and made a feeble and unsuccessful attempt on his own life. From the particulars given in the Singapore papers we learn that the pair met in London where the young lady was pursuing her studies. The love-at-first-sight sort of marriage resulted, contrary to the desires of the lady's parents, who, becoming aware of the clandestine union, nimbly who has ever watched the birth and death of a mining fever can doubt. By the end of May more than twelve thousand had sailed for Nome. Up to June 10th there had started, or been scheduled to start, twenty-one steam craft and thirty-two ships and schooners, with a capacity of from fifty to twelve hundred or over. Eight ships, with accommodation for one thousand each, are expected to make four round trips, these vessels alone being counted up for least thirty thousand passengers into the North. The rush is general, not alone by reason of fabulous accounts, but the absence of privations from the journey, says a writer in the San Francisco *Argonaut*. It does not come from the United States wholly, for Australia, Chile, Peru, Russia, and Scandinavia each furnish a quota, and from the presence of these aliens there is certain to arise turmoil and litigation. In view of this many lawyers have joined the procession, intent not upon prospecting, but upon fees. For a time the rude justice of a mining camp may prevail, but this must give way to statutory procedure, and history teaches that in legal claims the *big purse wins*.

Another instance of "marrying in haste and repenting at leisure" has just come to light at Singapore, where, on the 31st of last month, a Siamese young gentleman shot the lady of his choice, and made a feeble and unsuccessful attempt on his own life.

The *Argonaut* says that the lady was in a very critical condition.

The German gunboat *Luchs* arrived in the harbour yesterday from the south.

The German transport *Aachen* and French transport *Sirice* left yesterday for Taku.

A Japanese official report from Lieutenant-General Yamaguchi, dated August 22nd, states that on the 19th inst. the British and Japanese troops garrisoning Tientsin made a reconnaissance in the vicinity of Kweikason and engaged the Chinese. The cavalry encountered about 600 Boxers at Bushow, south of the river, and drove them off with the loss of about 70 killed. The infantry encountered about 400 Boxers at Kweikason and dispersed them. They retreated to Shohensho. In this affair 40 of the Boxers were killed or wounded. Only one man was wounded among the Japanese troops.

ARREST OF A SECRET SOCIETY LEADER.

Wang Ching-lung, a Hunan ex-General, has just been arrested at the Kiangnan fort, says the N.C. *Daily News* of the 1st inst. H. H. Vice-roy Liu Kung-yi had a reward of Tls. 1,000 out for his arrest. He was once caught at Chinkiang, but escaped to Shanghai. He was traced to Shanghai and a few days ago arrived there at Kiangning, and was enrolling men from the camps in a secret society. He was at once sent to Nanking, where the executioner awaits him.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

AMOY, 7th September, 5.40 p.m.

THE AMOY AFFAIR—LATEST NEWS.

All the foreign guard is withdrawn from the Concession, and Kulangsu is patrolled by Chinese soldiers. Seven vessels are present in the harbour.

LONDON, 6th September, 9.10 p.m.

ADMIRAL SEYMOUR ON HIS EXPEDITION.

Admiral Seymour's official report states that the opposition of the Chinese and

NEW ADVERTISEMENTS

NAVAL STORE OFFICER

NOTICE

APPLICATIONS are invited for the Post of STOREHOUSEMAN in H. M. NAVAL YARD.

For Particulars, apply personally to the NAVAL STORE OFFICER between the hours of 9.30 and 11 A.M.

BY ORDER

H. M. Naval Yard,
6th September, 1900. [2376]

VICTORIA RECREATION CLUB

AQUATIC SPORTS

THURSDAY, September 20th, at 5 p.m., 6 Lengths (133 Yards) Race (scratch). Open to Army, Navy and Police. Two Prizes. No Entrance Fee.

FRIDAY, September 21st, at 4.30 p.m., 200 Yards Championship of the Colony, 6 Lengths. Open to all comers. Two prizes. Entrance Fee \$1.00.

Entries for both Races CLOSE on 13th instant.

THOS. YULE.

Hon. Secretary.

Hongkong, 8th September, 1900. [2377]

THE HONGKONG RIFLE ASSOCIATION

WEATHER permitting, there will be a SPOON COMPETITION over the Interport Range TO-DAY (SATURDAY), the 8th September, at 3 p.m.

MOWBRAY S. NORTHCOTE.

Hon. Secretary.

Hongkong, 8th September, 1900. [2378]

KOWLOON HOTEL

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers discharge Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS,
Proprietor. Manager.

Hongkong, 8th September, 1900. [2378]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAILOONG," Captain Bithurst, will be despatched for the above port TO-DAY, the 8th inst., at 5 p.m. For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 8th September, 1900. [2375]

FOR NAGASAKI, YOKOHAMA AND KOBE.

THE Steamship
"SERBIA," Captain Sachs, will be despatched for the above ports TO-DAY, the 8th inst., at 5 p.m. For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 7th September, 1900. [2375]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL
THE Company's Steamship
"PATROCLUS," Captain Dickens, will be despatched as above on TUESDAY, the 16th October.

For Freight, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 7th September, 1900. [2374]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H.A.L. Steamship
"SERBIA," Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stowed at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 14th inst. will be subject to rent.

All broken, clouted, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 7th September, 1900. [2372]

THE HONGKONG WEEKLY PRESS is now ready and contains:—

Lending Articles:—

The Proposed Retreat from Peking.

The New China Blue-book.

The Missionary and Telegraph.

The Crisis and the Telegrams.

South Africa.

The Crisis: Telegrams.

Casualties of the North-China Field Force.

Supreme Court.

The Entry into Peking.

The Crisis in China.

The New Royal Naval Canteen.

Canton.

Amoy.

Swatow.

Fernosa.

Manila.

Correspondence.

The Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.

Hongkong Cricket Club.

The Royal Hongkong Golf Club.

Hongkong Volunteer Corps.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance: postage, 82.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to address sent, including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 7th September, 1900.

NEW ADVERTISEMENTS

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

The Company's Steamship

"MELPOMENE"

Captain C. Matcovitch, will leave for the above place on or about SATURDAY, the 13th inst.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 8th September, 1900. [2374]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PATROCLUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 15th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 18th instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th September, 1900. [2374]

AUCTIONS

PUBLIC AUCTION.

The Undersigned has received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 8th September, 1900, at No. 2, Ball's Court, Bonham Road, at 2.30 p.m.

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE contained therein, comprising:—

DRAWING ROOM—FANCY CHAIRS.

TABLES, CURTAINS, &c.

DINING ROOM—EXTENSION DINER TABLE, SIDEBOARD, DINNER WAGGONS, DINNER, TEA and DESERT SETS, CUTLERY, GLASSWARE, &c.

BEDROOMS—Double and Single BEDSTEADS, TOILET TABLES, DRESSING TABLES, &c. &c.

COOK HOUSE—STOVE and COOKING THINGS.

Also

A Large Variety of PLANTS in POTS.

TERMS.—As Customer.

Catalogues will be issued.

On View Friday, the 7th September, 1900.

JOHN ANDREW, Auctioneer.

Hongkong, 4th September, 1900. [2349]

PUBLIC AUCTION.

M. GEO. P. LAMMERT has received instructions to Sell by PUBLIC AUCTION THE FOLLOWING

VALUABLE LEASE HOLD PROPERTIES.

Situate at ROBINSON ROAD, Victoria, Hongkong, in 6 Lots.

FRIDAY,

the 14th September, 1900, at 3 p.m., at his Sale Rooms, 1st House Lane.

Lot 1.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section A of Inland Lot No. 704, containing an area of 7,576 square feet or thereabouts.

Lot 2.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section B of Inland Lot No. 704, containing an area of 8,705 square feet or thereabouts.

Lot 3.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section C of Inland Lot No. 704, containing an area of 8,328 square feet or thereabouts.

Lot 4.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section D of Inland Lot No. 704, containing an area of 7,020 square feet or thereabouts.

Lot 5.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section E of Inland Lot No. 704, containing an area of 6,778 square feet or thereabouts.

Lot 6.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as the Remaining Portion of Inland Lot No. 704, containing an area of 14,985 square feet.

All the above described Lots are held for the residue of a term of 999 years and are sold subject to the existing Tenancy.

For further particulars, apply to—

C. EWENS, Vendor's Solicitor, or to

GEO. P. LAMMERT, Auctioneer.

Hongkong, 6th September, 1900. [2362]

PUBLIC AUCTION.

THE Undersigned has received instructions

from MR. ATACK, Furniture Dealer

(owing to his removal to new premises), to sell by Public Auction, on SATURDAY, the 15th September next, at his Store, 39, Queen's Road Central, the portion of his

STOCK-IN-TRADE, FURNITURE,

FIXTURES, &c. &c.

TERMS.—As Usual.

V. I. REMEDIOS, Auctioneer.

Hongkong, 31st August, 1900. [2315]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING

will be held in the PAVILION on MONDAY, 17th September, at 11.30 p.m.

P. A. COX, for Hon. Secretary.

Hongkong, 5th September, 1900. [2353]

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for Lessons in Violin, Mandolin and Portuguese Guitarras.

For terms, &c., apply to—

ROBINSON PIANO CO.

Hongkong, 7th September, 1900. [2370]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER

is obtained by the Water Boats, as FOUL

WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY

in HONGKONG EXCLUSIVELY supplying

FILTERED WATER.

CALL FLAG W.

J. W. KEW & CO.,

STEAM WATER BOAT COMPANY.

[Published by Special Arrangement.]

IN WHITE RAIMENT.

BY WILLIAM LE QUEUX.

Author of "Purple and Fine Liner," "Who Finds a Wife," "Of Royal Blood," If Sinners Entice Thee," "The Day of Temptation," &c., &c.

[COPYRIGHT.]

SYNOPSIS OF PREVIOUS CHAPTERS.

PROLOGUE & CHAPTERS I. & II.—Dr. Richard Colkirk, a successful West End specialist, tells his story. Early in his career in London he becomes for a week *louïs de l'Or* to Robert Raymond, surgeon, the morning he is summoned hasty to a house, and the proposition is there made to him that he should marry, for an hour only, the dying daughter of the man who summons him, the temporary master of 20,000. Being in indigent circumstances he consents, and on the night he has come to a church in the neighbourhood and married to a lady in white satin, who is led up the aisle, and who signs her name as Beryl Wynd. The tempter tells him that it is to ease the dying moments of his daughter who has been deceived by a villain. Being in a delirium the lady is unable to detect the imposture. On returning home, the tempter tells him that it is imperative that the girl shall die before sunset before he can have his master. The Doctor indignantly declines to become a tool in the hands of the tempter. Suddenly the man who had led the lady up the church aisle, and who was introduced as the Major, enters the room, and the tempter leaves it. The Major gives him a cigarette, and they smoke together, the former remarking upon the strange circumstance of the marriage. A cry of pain is heard from an upper room, and the Doctor leaves the room to see what it is. The tempter stands outside the church door, with a revolver in his pocket. The Doctor at last enters the room, and finds a young and beautiful woman lying, apparently recently murdered, but by what means he is unable to say. He sees a jewelled amulet round her neck, shaped like a note of interrogation. This he takes possession of. He also sees an old tattoo mark upon her breast—three hands entwined. Under the pillow he finds a piece of paper with the words written on it, "I have seen La Grotta." Suddenly he is seized with a severe pain, and recognises that he has been taken by the tempter. The stranger gave him Beryl to the floor unconscious.

CHAPTER VI.

CAPTAIN BANFIELD EXPLAINS.

The hours passed but slowly. The man who had first answered my summons brought me some food; but to all my arguments he remained obstinate.

"The cap'n says you're to stay 'ere," he repeated, "and if I let you out he'd put me in irons. Old Banfield ain't a skipper to be trifled with. I can tell you."

So I remained there filled with gloomy thoughts, and wondering where I was being taken, and what possible interest Messrs. Hanway, the owners of the "Petrol," could have in my forcible abduction.

Time after time I gazed out upon the limitless sea, now grey and misty as night, now on, but could distinguish neither light nor land. The rickety machinery creaked and jolted incessantly, and there was the heavy tramping of sailors above me, while the night breeze caused the vessel to roll more heavily. I sat there helpless and puzzled until it grew quite dark, then my head feeling heavy, and my limbs exhausted on account of the drug that had been so ingeniously administered to me, I threw myself down, and the motion of the vessel soon lulled me to sleep.

The long green waves were sweeping past in the sunlight when I again opened my eyes and from the port-hole I could see a large steamer with a pair of red and black funnels in the distance, leaving a long trail of smoke behind her. Soon, however, she was beyond the range of my vision, and I could do nothing except sit there and review the whole situation.

The beautiful face of my murdered wife arose over before me. It seemed to cry to me for vengeance. I was her husband, and I alone knew the truth.

Yet it was evident that I was still in the hands of enemies, and imprisoned there I could do nothing. From the attitude of the three men who had come to me, it was evident that they had been told I was not responsible for either word or deed. The skipper had, it seemed, been forewarned of the sensational statement which I would certainly make when I recovered consciousness.

A that long, never-ending day slowly ran its course I endeavoured to form some plan whereby I might solve the mystery. The fact which seemed more mysterious than all others was the manner in which the special marriage licence had been obtained. I had, by remaining as Bob Raymond's guest, obtained a domicile in Hammersmith, and this was apparently well-known to the man Wynd and his accomplices. My career and my present position were also shown to be well-known to them by the manner in which the Tempter had addressed me. The conspiracy had evidently been very carefully planned, and the application for a licence made without my knowledge weeks before.

What, however, was the motive of Beryl's marriage prior to her assassination?

Reader, I am endeavouring in this my curious narrative of fact, to be entirely frank with you. Place yourself for a single moment in my position. Was it not stranger than any man had ever before found himself in? True it is that the secrets of London life are legion, and even the practical Londoner can meet with absolutely astounding adventures.

The day passed, and fortunately I found myself feeling better. The effect of the noxious drug was slowly wearing off; yet the strain upon my nerves was terrible, and the imprisonment coupled with the uncertainty as to the future was driving me to desperation.

A third day passed, much as the second. The only person I saw was the sailor who brought me food from the cook's galley in the morning and at evening—badly-cooked sailor's fare that I could scarcely touch. As the sun was sinking we suddenly approached a blue line of coast and continued to skirt it until it became swallowed up in the night mists. Then, wearied, I again lay down to sleep.

I was awakened by the sudden stoppage of the engines and found that it was already day again, and that we were in calm water. Outside my port-hole was a flat stone wall which shut out everything.

Much shouting and tramping sounded above and I knew that we were being made fast at a quay. I tried to detect what language was being spoken, but could not distinctly hear it.

My opportunity for escape had arrived. If only I could break open the door and slip up on deck unobserved I might regain my freedom, and solve the mystery of my forcible detention. Nevertheless, it seemed quite feasible that while in dock additional precautions would be taken to prevent my escape. Therefore, if I intended to break my prison I must lose no time, and do it while the crew were busy on deck with the mooring of the ship.

Now I had during the past two days made a most careful examination of my cabin and of the door, during which I had noticed that, supporting the box-like berth beneath, in order to give it greater strength, was an iron stay, the lower end of which was flattened out so that it could be the more easily screwed down to the floor. The screws were loose, like most of the fittings of the badly-kept craft; therefore after some little trouble I managed to remove it, and found that I held in my hand a capital crowbar.

Presently I managed to work the thin end between the door and the hinge, and then throw my whole weight against it and endeavoured to force the outer bolt from its fastenings.

My first attempt was abortive, but I saw that the screws were giving way, therefore I continued my efforts carefully so as not to attract attention until, of a sudden, the socket of the bolt flew off and the door was burst open.

Then, holding my iron bar in self-defence, I stepped along to the foot of a ladder, by which I climbed on deck.

The vessel, it seemed, was not a large one, and of a particularly dirty and forbidding appearance. With care I crept round the dockhouse unobserved, until I reached the gangway, and just as my presence was discovered by the captain I slipped across it nimbly, and was on the quay amid a crowd of labourers, Customs officers, and the usual motley assemblage which sailors watch to an arriving vessel.

I heard the skipper shouting violently, and a couple of the crew started in pursuit, but taking to my heels I soon out-distanced them, and after some time found myself walking in a large handsome street lined with fine shops and showy cafés. The names over the shops and the wording of the advertisements were in a language with which I was entirely unfamiliar, but the imposition. On returning home, the tempter tells him that it is imperative that the girl shall die before sunset before he can have his master. I was in Christiana.

I passed the Parliament House and the Grand Hotel, continuing up a broad pleasant street which led up hill and terminated in the great facade of the Royal Palace, presenting a magnificent vista. Suddenly it occurred to me that I ought to lose no time in complaining to the Consul; for on my being missed the captain might at once sail again, and avoid answering unpleasant inquiries.

I inquired in French of several persons, the whereabouts of the British Consulate, and about an hour later found myself in the private office of the representative of Her Majesty, a tall good-looking man in a cool suit of white linen. To him I related the whole circumstance. He listened smiling now and then with an air of incredulity. I told him of the murder, of the manner in which my life had been twice attempted, and of the remarkable circumstances of my abduction.

"Well, sir," Banfield said apologetically, "I hope you don't consider my conduct bad. I've only carried out my orders to the letter. You see I didn't know that the gentleman was on board until we'd actually left the quay, and the letter says quite distinctly that he's subject to fits, therefore I let him remain quiet till he regained consciousness." Then turning to me he added: "I trust, sir, that you'll accept my apology."

"That's all very well," interposed the Consul.

"But you know that you did entirely wrong in sailing with an unconscious stranger on board."

"I admit that. But you see I had my orders, sir."

"Who delivered them to you?" I inquired.

"The two gentlemen who brought you on board," he responded.

"Have any of your men described them to you?"

"They only said that they were both well dressed, and about middle age."

They were, without doubt, the Tempter and his accomplice. The conspiracy had been conceived and carried out with amazing ingenuity.

"And they brought the doctor on board and delivered this letter?"

"Yes, sir. They afterwards re-entered the carriage and drove away."

"Well," said the Consul, "the only course I see is for the doctor to take this letter, return to London, and seek an explanation of your orders."

"No, sir. I shan't give up the letter. It's written to me," demurred the captain.

"But it is in my hands," responded the Consul.

"I am making inquiries in this affair, and I shall act as I think best in the interest of all parties concerned. The letter is your property, certainly; but recollect that this affair may prove very awkward for your owners. You are open to very serious action for abduction and illegal detention. Therefore take my advice, Captain, and assist this gentleman in his inquiries."

"I protest against you keeping the letter."

"Very well, I will see that your protest is forwarded to your owners," replied the Consul, and he folded and handed me the letter, saying—

"Your best course, Doctor, is to return by the Wilson boat to Hull. She sails this afternoon at four. Then go down to Leadenhall Street and make inquiries. It seems a strange affair, I trust to say the least."

"It is entirely unaccountable," I said. "There seems to have been a wide-spread plot against me, with a single motive—the concealment of the murder of Beryl Wynd."

"Your marriage is the strangest adventure I've ever heard of," declared the Consul. "If I were you I'd at once obtain the assistance of the police, and leave no stone unturned to solve the mystery."

"That I mean to do," I replied. "My wife was foully murdered within an hour of our marriage, and I intend to bring the murderer to justice."

"The murderer was undoubtedly the man who tempted you with the money—her father."

"Undoubtedly."

"But in that case why not let me telegraph to Scotland Yard?" suggested the Consul, as the sudden idea occurred to him. "They would catch the man, I trust."

"No, the responsibility rests upon yourself. You've held a master's certificate a good many years, and you are fully acquainted with the Board of Trade regulations."

"Of course. I don't deny that," the other responded. "But my orders were quite precise."

"And now, tell me, how came this gentleman on board your ship?"

"To tell the truth, sir, I don't know exactly. We were lying in the St. Katharine Docks, and my last evening ashore I spent at home with my wife over at Victoria Park. We were to sail at four o'clock in the morning, but I didn't get aboard before about ten past four. When I did so orders from the owners were put into my hand, and I was told that there was a passenger who'd been brought aboard, lying asleep below. 'Eric's the letter,' and he drew it from his pocket and handed it to the Consul."

The latter read it through: then with an exclamation of surprise handed it over to me. It certainly increased the mystery, for it was from the office of the owners, Messrs. Hanway Brothers, in Leadenhall Street, ordering that I should be taken on the round voyage to the Baltic, well cared for, but kept locked in a cabin as I had developed homicidal tendencies.

The gentleman, whose name is Doctor Colkirk," continued the letter, "is subject to fits, in which he remains unconscious for some hours; therefore there is no cause for alarm if he is not conscious when he reaches you. He is under an hallucination that he has been witness of some remarkable crime, and will no doubt impress upon you the urgent necessity of returning to London for the prosecution of inquiries. If he does this, humour him, but on no account allow him to go on deck, or hold

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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA PORTS OF CALL	PAREAMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON VIA SUZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th inst.
LONDON VIA SUZ CANAL	ALGINOUS	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON VIA SUZ CANAL	PATROCLUS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th Oct.
LIVERPOOL DIRECT	HECTOR	Brit. str.	—	Bart.	BUTTERFIELD & SWIRE	On 20th inst.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	H. Kirchner	MELCHERS & CO.	On 20th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	YARNA	Fren. str.	—	J. S. Thompson	MESSAGERIES MARITIMES	On 10th inst., at 1 P.M.
HAVRE & HAMBURG	KAWACHI MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.	
HAVRE & HAMBURG	SIBERIA	Ger. str.	—	Brum	CARLOWITZ & CO.	On or about 21st inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schuldr	CARLOWITZ & CO.	On or about 20th Oct.
HAVRE & HAMBURG	BAMBERG	Brit. str.	—	Jacobs	DODWELL & CO. LIMITED	On or about 31st Oct.
HAVRE & HAMBURG	AFRIDI	Brit. str.	—		SHEWAN, TOME & CO.	On or about 12th inst.
HAVRE & HAMBURG	GLINECK	Brit. str.	—		JARDIN, MATTHESON & CO.	On or about 15th inst.
HAVRE & HAMBURG	ORWELL	Brit. str.	—		CARLOWITZ & CO.	On or about 20th inst.
HAVRE & HAMBURG	ASTUBIA	Brit. str.	—		DODWELL & CO. LIMITED	On or about 10th Oct.
HAVRE & HAMBURG	DUKE OF FIFE	Brit. str.	—		TOYO KISEN KAISHA	To-day.
HAVRE & HAMBURG	EMPEROR OF JAPAN	Brit. str.	—		PACIFIC MAIL S. CO.	On 26th inst.
HAVRE & HAMBURG	SKARPSNO	Brit. str.	—		O. & O. S. S. CO.	Quick despatch.
HAVRE & HAMBURG	MONMOUTHSHIRE	Ame. str.	—		BUTTERFIELD & SWIRE	On 20th Oct.
HAVRE & HAMBURG	CITY OF PEKING	Jap. str.	—		NIPPON YUSEN KAISHA	On 18th inst.
HAVRE & HAMBURG	AMERICA MARU	Brit. str.	—		P. & O. S. N. CO.	On 27th inst., at Noon.
HAVRE & HAMBURG	GALICIA	Brit. str.	—		SILINSEN & CO.	On 25th inst.
HAVRE & HAMBURG	BERGENHUS	Brit. str.	—		NIPPON YUSEN KAISHA	On 20th inst., at Noon.
HAVRE & HAMBURG	TAYUAN	Brit. str.	—		MESSAGERIES MARITIMES	On 28th inst., at 4 P.M.
HAVRE & HAMBURG	SHINANO MARU	Jap. str.	—		P. & O. S. N. CO.	On or about 15th inst.
HAVRE & HAMBURG	ROSETTA	Brit. str.	—		C. C. Talbot, E.N.E.	To-day, at 5 P.M.
HAVRE & HAMBURG	SERBIA	Ger. str.	—		NIPPON YUSEN KAISHA	On 29th inst., at Noon.
HAVRE & HAMBURG	YAWATA MARU	Jap. str.	—		MESSAGERIES MARITIMES	On or about 10th inst.
HAVRE & HAMBURG	INDUS	Fren. str.	—		P. & O. S. N. CO.	On or about 13th inst.
HAVRE & HAMBURG	TIENTHIN	Brit. str.	—		S. Barcham	On or about 15th inst.
HAVRE & HAMBURG	BENGAL	Brit. str.	—		C. Mateovich	On or about 15th inst.
HAVRE & HAMBURG	MULPOMENE	Aust. str.	—		SANDER, WIELES & CO.	To-day, at 5 P.M.
HAVRE & HAMBURG	HAILOONG	Brit. str.	—		DOUGLAS LARPLA & CO.	To-morrow, at Daylight.
HAVRE & HAMBURG	TANESU MARU	Jap. str.	—		MITSU BUNSEN KAISHA	On 19th inst., at Daylight.
HAVRE & HAMBURG	ANTING MARU	Brit. str.	—		MITSU BUNSEN KAISHA	On 12th inst., at 5 P.M.
HAVRE & HAMBURG	ESMERALDA	Brit. str.	—		SHEWAN, TOME & CO.	On 20th inst., at Noon.
HAVRE & HAMBURG	TAYUAN	Brit. str.	—		BUTTERFIELD & SWIRE	To-day, at 1 P.M.
HAVRE & HAMBURG	LIGHTNING	Ital. str.	—		DAVID SASSOON, SONS & CO.	On 11th inst., at Noon.
HAVRE & HAMBURG	BRASNO	Jap. str.	—		CARLOWITZ & CO.	On 13th inst., at Noon.
HAVRE & HAMBURG	HOSHIMA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	

SHIPPING.

ARRIVALS.

Sept. 7, NAILUNG, British transport, 2,862
W. H. Edge, Shanghai 3rd September.

Sept. 7, LALPOOR, British transport, 1,124,
J. Anderson, Calcutta 26th August.

Sept. 7, HONGKONG, French str., 862, General
Hainphong 5th Sept. and Hoihow 6th, General
A. R. Mart.

Sept. 7, FUSHUN, British str., 1,504, W. H.
Lant, Canton 6th September, General—CHINESE.

Sept. 7, SERBIA, German str., 3,600, F. Lachis,
Hamburg 27th July, General—SIEMSEN
& CO.

Sept. 7, PATROCLUS, British str., 3,548, E. G.
Dicksen Liverpool 3rd August and Singa-
pore 2nd September, General—BUTTER-
FIELD & SWIRE.

Sept. 7, HAILOONG, Brit. str., 753, H. Barthurst
Swatow 6th Sept., General—DOUGLAS
LARPLA & CO.

Sept. 7, LUCHA, German gunboat, Dalmatard;
Singapore 1st September.

Sept. 7, BENOVOIRLICH, British str., 1,256,
Thompson, Antwerp 20th July and Singa-
pore 1st Sept., GIBB, LIVERPOOL
& CO.

Sept. 7, PETRAUCH, German str., 1,252, Uecker,
SAIGON 4th September, Rice—SIEMSEN
& CO.

Sept. 7, LYEMOON, German str., 1,308, G.
Hemmerman, Shanghai 4th Sept., General
SIEMSEN & CO.

Sept. 7, INDEPENDENT, Ger. str., 871, Holtz,
Swatow 6th September, Ballast—SANDER,
WILLER & CO.

Sept. 7, SHANSHI, British str., 1,250, Carnegie,
Hongkong 4th September, Coal—BUTTER-
FIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
7TH SEPTEMBER.

Herms, Norwegian str., for Hongkong.
Serdia, German str., for Nagasaki.
Munich, German str., for Sydney.
Thales, British str., for Swatow.
Feiching, British str., for Haiphong.
Hanoi, French str., for Haiphong.
Sangkong, British str., for Manila.
Menmuir, British str., for Manila.
Bennigtsch, British str., for Kiao-chow.

DEPARTURES.

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVERPLATE.

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVERPLATE.ON MONDAY, the 10th September, 1900,
at 1 P.M., the Company's Steamer
"YARNA" Captain Schmitz, with Mails
Passenger, Specie and Cargo, will leave this
port for MARSEILLES via Bombay.

This Steamer connects at COLOMBO with
the s.s. Ville de la Ciotat, which vessel takes on
her Passengers and Mails, leaving that port on
the 22nd September, direct to Suez, Port Said
and Marseilles.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
trust through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 9th
Sept. (Parcels are not to be sent on board;
they must be left at the Agency's Office).
Contents and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 28th August, 1900.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for
the above port TO-DAY, the 8th inst., at
1 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 3rd September, 1900.

[2321]

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND
TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain H. Nagata, will be despatched for the
above port TO-MORROW, the 9th instant, at
DATLIGH.

For Freight or Passage, apply to

"THE MITSUI BUSSAN KAISHA,"

Agents.

Hongkong, 4th September, 1900.

[15]

COMPAGNIE DES MESSAGERIES
MARITIMES
PAQUEBOTS—POSTE FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVERPLATE.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVERPLATE.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVERPLATE.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
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LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVERPLATE.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
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LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVERPLATE.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVERPLATE.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVERPLATE.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, AD

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGEURS
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

"INDUS."

Captain Duchateau, will be despatched for the above ports on or about MONDAY, the 10th instant, instead of as previously notified.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 7th September, 1900. [2]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI"

will be despatched for the above port on or about the 12th instant, and will be followed by the Steamship

"MARIA DE LARRINAGA"

on or about the 25th instant.

For Freight, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 6th September, 1900. [2054]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA"

Captain A. Symons, carrying Her Majesty's
Mails, will be despatched from this for Bound-
ary on SATURDAY, the 15th September,
1900, at NOON, taking passengers and cargo
for the above ports.

Silk and Valuables, all cargo for France, and
Tee for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay without transhipment.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 3rd September, 1900. [1]

SHewan, Tomes & Co's NEW YORK
LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK"

will be despatched for the above port on or
about 15th September, 1900.

To be followed by Steamship

"ANAPA,"

about 15th October.

For Freight, apply to

SHewan, Tomes & Co.,

Agents.

Hongkong, 20th August, 1900. [2223]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"GLAUCUS."

Captain Barwise, will be despatched as above
on TUESDAY, the 15th September.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 10th August, 1900. [2099]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT
(TAKING CARGO AT LONDON RATES).
THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched as above on
THURSDAY, the 20th September.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 24th August, 1900. [2203]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAEIC (via Shanghai, Kao, In-
land Sea, Yokohama) at NOON.

THURSDAY, Sept. 27,

land Sea, Yokohama at NOON.

DOMIC (via Shanghai, Nagasaki, Kao, In-
land Sea, Yokohama) at NOON.

TUESDAY, Oct. 23,

land Sea, Yokohama at NOON.

COPIC (via Shanghai, Nagasaki, Kao, In-
land Sea, Yokohama) at NOON.

SATURDAY, Nov. 17,

land Sea, Yokohama at NOON.

and Honolulu) at NOON.

THE Company's Steamship "GAELIC" will
be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI,
KOBE, INLAND SEA, YOKOHAMA, and HONO-
LULU on THURSDAY, the 27th September,
1900, at NOON.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU and passengers are allowed to break
their journey at any point en route.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 4 P.M.
the day previous to sailing. Parcels Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo de-
stined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 23rd August, 1900. [14]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ALCINUS."

Captain Pulford, will be despatched as above on
TUESDAY, the 2nd October.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 29th August, 1900. [2273]

VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMOY, Shanghai, Na-
Kao, Inland Sea, Yoko-
hama, and Honolulu) at
WEDNESDAY, Sept. 13, 1900, at DAY-
LIGHT.

HONOLULU, MARU (via
Shanghai, Nagasaki, Kao, Inland Sea, Yoko-
hama, and Honolulu) at NOON.

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, Nagasaki, Kao, Inland Sea, Yoko-
hama, and Honolulu) at NOON.

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, Nagasaki, Kao, Inland Sea, Yoko-
hama, and Honolulu) at NOON.

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SHANGHAI, Nagasaki, Kao, Inland Sea, Yoko-
hama, and Honolulu) at NOON.

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SHANGHAI, Nagasaki, Kao, Inland Sea, Yoko-
hama, and Honolulu) at NOON.

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SHANGHAI, Nagasaki, Kao, Inland Sea, Yoko-
hama, and Honolulu) at NOON.

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, Nagasaki, Kao, Inland Sea, Yoko-
hama, and Honolulu) at NOON.

PROPOSED SAILINGS FROM HONGKONG.

SHANGH

POST OFFICE NOTICES.

The City of Peking, with the American Mail of 11th ult., left Yokohama on Sunday, the 2nd inst., at daylight, and may be expected here on or about Monday, the 10th inst.

The Indus, with the French Mail of the 10th August, left Saigon on Friday, the 7th inst., at 7 a.m., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on 7th July.

MAILS WILL CLOSE.

FOR PER DAY AND HOUR

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne

Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma

Shanghai, Nagasaki, Kobe and Yokohama

Singapore, Penang and Calcutta

Singapore, Amoy and Tamsui

Europe &c., India via Tunicorin

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Samshui and Wuchow

Manila, Singapore, Penang and Bombay

AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

TO-DAY.

Sale, Furniture, 2, Ball's Court, Bonham Road, Mr. J. Andrew, 2.30 p.m.

Spoon Competition, Hongkong rifle Association, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

FRIDAY, 7th September.

ON LONDON.

Telegraphic Transfer 2.01

Bank Bills, on demand 2.03

Bank Bills, at 30 days' sight 2.03

Credits, at 4 months' sight 2.1

Documentary Bills, 4 months' sight 2.1

ON PARIS.

Bank Bills, on demand 2.50

Credits, at 4 months' sight 2.64

ON GERMANY.

On demand 2.11

ON NEW YORK.

Bank Bills, on demand 50

Credits, 60 days' sight 54

ON BOMBAY.

Telegraphic Transfer 154

Bank on demand 154

ON CALCUTTA.

Telegraphic Transfer 154

Bank on demand 154

ON SHANGHAI.

Bank at sight 71

Private, 30 days' sight 72

ON YOKOHAMA.

On demand 1 p.c. dis.

ON MANILA.

On demand 1 p.c. dis.

ON SINGAPORE.

On demand 1 p.c. dis.

ON BATAVIA.

On demand 123

ON HAIKONG.

On demand 31 p.c. dis.

ON SAIGON.

On demand 31 p.c. dis.

ON BANGKOK.

On demand 123

SOVEREIGN, Bank's Buying Rate 7.70

GOLD LEAF, 100 fine, per tael 51.25

BAR SILVER, per oz 2.24

OPUM.

Quotations are—Allow net, to 1 cent.

Malva New 880 to per picul.

Malva Old 8870 to 8880

Malva Old 8890 to 8900

P. P. Paper-wrapped 8870 to

Persian mohair 8910 to

Persian extra fine 8950 to

Patna New 8947 to per cusest.

Patna Old 81.020

Banaras New 8837

Banaras Old 88

VESSELS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Indus*, with the next French mail, left Saigon the 7th inst., at 7 a.m., for this port.

THE AMERICAN MAIL.

The R. M. steamer *City of Peking*, with mails &c., from San Francisco to this port on Sunday morning, the 2nd inst., via Lihulud Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Gadic*, with mails, &c., left San Francisco for this port via Honolulu, Inland Sea, Kobe, Nagasaki and Shanghai on the 21st inst.

The T. K. steamer *Hongkong Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 29th inst.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of Japan* arrived at Nagasaki at 8 a.m. on Thursday, the 6th inst., and left again at midnight same day for where she is due to arrive at noon on Saturday, Shanghai, the 8th inst.

MERCHANT STEAMERS.

The Glen Line steamer *Glenogle*, from Middlesex and London, left Singapore on the 4th inst., and is due here on the 9th inst.

The German transport *H. H. Meyer* left Singapore on Tuesday afternoon last, and is due here to-morrow, the 9th inst.

The N. Y. K. steamer *Hiroshima Maru* (Bombay Line) left Kobe via Moji for this port on the 4th inst., and is expected to arrive here on the 11th inst.

The steamer *Hillside*, from New York for China and Japan, left Singapore for Hongkong on the morning of the 5th inst.

The Austrian Lloyd's steamer *Alpenmeine* left Singapore for this port on the 6th inst.

JOINT STOCK SHARES.

Hongkong, 7th September.

COMPANY. PAID UP. QUOTATIONS.

Banks— \$125 15 p. or. prem.

China & Japan ordy. 21 21

Do, deferred 21 25.50

Natl. Bank of China 21 21

A. Shaws 28 20.50 buyers

B. Shared 28 20.50 buyers

Four. Shares 21 20.50

Bell's Asbestos E. A. 21 20.50 sellers

Campbell, Moon & Co. 21 20.50

China Prov. L. & M. 21 20.50

Cotton Mills 21 20.50 sellers

Ewo 21 20.50

International 21 20.50

Laon Kung Mow 21 20.50

Leeds 21 20.50

Soychee 21 20.50

Yahoolong 21 20.50

Hongkong 21 20.50

Dairy Farm 21 20.50

Fenwick & Co. 21 20.50

Green Island Cement 21 20.50

H. & K. Bakery 21 20.50

Hongkong & C. Gas 21 20.50

Hongkong Electric 21 20.50

Insurance 21 20.50

Canton 21 20.50 sellers

China Fire 21 20.50

China Traders 21 20.50

Hongkong Ice 21 20.50

H. & K. Wharf & G. 21 20.50

Hongkong Rope 21 20.50

H. & D. Dock 21 20.50

Insurance 21 20.50

Charbonnages 21 20.50 buyers

Gt. Est. & C. 21 20.50

Do, Preference 21 20.50

Jeletch 21 20.50

Queen's Mines Ld. 21 20.50

Oliver Minas A. 21 20.50

Do 21 20.50

Panjum 21 20.50

Do, Performance 21 20.50

Raubs 21 20.50

New Anoy Dock 21 20.50

Steamship Cos. 21 20.50

China and Mauila 21 20.50

China Mutual Prof. 21 20.50

China Ordinary 21 20.50

Do 21 20.50

Douglas Steamship 21 20.50

H. Canton and M. 21 20.50

Indo-China S. N. 21 20.50

Shell Transport and 21 20.50

Trading Co. 21 20.50

Star Ferry 21 20.50

Teban Planting Co. 21 20.50

United Asbestos 21 20.50

Wanchai Warehouse 21 20.50

Watkins, Ld. 21 20.50

Watson & Co. A. S. 21 20.50

Universal Trading 21 20.50

Co. Ld. 21 20.50

PASSENGERS ARRIVED.

Per Serbia, from Singapore, 700 Chinese.

DEPARTED.

Per Java, for London, from Hongkong, Mr. and Mrs. Prince and family and Miss Aldred from Shanghai, the Rev. and Mrs. Kearney and child, from Yokohama, Messrs. Charles Burke, William Stewart and James Howe, of the Royal Navy.

Per *Monach*, from Hongkong, for Ponape, Mr. M. Fernandes and Mrs. Maria de Jaz, for Sydney, Messrs. L. Muir and M. Bennecke; for Matupi, Messrs. C. Beckmann, K. Mallie and O. Schulz.

Per *Prinz Heinrich*, from Japan, for Singapore, Messrs. A. Levetus, J. F. Vernet and Mrs. Coopers; for Genoa, Mrs. Haworth, Dr. and Mrs. Gray and child and Lieut